

## NEWS OF THE DAY.

**Letter from Pennsylvania.**  
(Correspondence of the Alexandria Gazette.)  
BELL'S MILLS, PA., Nov. 14.—I promised that I would write from this mountainous country, and now propose to redeem my promise. I left dear old Alexandria by the 3 o'clock boat on Friday, the 11th, and Washington on the 3:45 p. m. train. By 7:40 a. m. we were safely stowed away on the train for Harrisburg. My "next neighbor" happened to be an elderly gentleman of a somewhat communicative nature, and it did not take long to get into a conversation—subject, the late elections, and the (to the Marylanders) new element of political power. I found the old gentleman decidedly "for" in politics, but like all sensible people, he was very courteous, and our differences, though warmly contested, did not make us disagreeable, but about half way to the conductor called out his station, and we parted. From thence to Harrisburg I had all quiet. Arrived at Harrisburg at 12 at night. Here, in order to take a train which would stop where I wished to leave the railroad, I had to wait until 3:30 a. m. Saturday morning. A long wait, but not an unpleasant one, for different after train came in and started out for different directions, there was a fine opportunity for studying the character and dispositions of the road noses, and suspicious limbs, dignified matrons, "sweet sixteen's," &c.—a sort of mix up one does not often see, were constantly passing in and through the waiting room.

It's a quiet sort of gratification to sit in a corner unobserved and take notes, and you don't get a "bit tired."

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This is a quiet little village about 8 miles east of Altoona, with the Allegheny for background and the Brush mountain looming up in front. The mountains have lost the golden appearance which was so beautiful when I left a month ago, and now only the tall and stately pine, with its evergreen foliage, relieves the dreary appearance of coming winter.

When one commits himself to the care and tender mercies of a railroad corporation, and pays for his comfort, it is very natural to expect at least decent treatment. "Blessed are those who expect little in some places." Who ever received a gentler answer to a civil question on the Baltimore and Ohio railroad? Is it not strange that some men with a little bit of authority cannot be civil? The conductor on the 7:40 train on Nov. 11th certainly was not allowed time enough to school his sensibilities, if he had any. I wish I knew his name.

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**RICHMOND, FREDERICKSBURG, & POTOMAC R. R. Co.**—In the annual report of the President and Directors of this Company it is said:

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The contingencies then contemplated were realized during the last summer, in the expected early construction of the Baltimore and Potomac railroad, from Baltimore, through Washington, over the Long Bridge to the Virginia shore, and in the incorporation of a company for the early construction from that point to a branch or extension of this company's road, of a railroad, the location of which was in progress, with a view to its prompt construction. Under these circumstances the Board of Directors deemed it eminently expedient to call to the attention of the stockholders of this company, which on the 11th day of October last ratified this action of the directors, and adopted measures for providing means for the completion of the work. On a part of this extension contractors have been for some time actively at work. On others the work will be at once commenced and prosecuted with the utmost energy.

The completion of this road to Quantico during the next summer will very materially shorten the steamboat line and time of transit over this company's route between Richmond and Washington; and in connection with a railroad from that point to Washington, will afford a direct and rapid line of exclusively rail transportation for both freight and passengers between the Southern, Atlantic, and the Northern, Eastern and Northwestern States, with which no other railway route between the same points could reasonably hope to compete. The consequent increase of the business and revenues of this company from the transportation of freights (especially of the less cumbersome and more valuable kinds), as well as of passengers, it is difficult to estimate, and may well exceed any calculations which can now be prudently made.

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So much cash as will discharge the expenses of sale and the amount due and unpaid under the said deed of trust, and the residue on a credit of six months. The cash required will be announced on the day of sale. Selling as trustee, I will convey said title to the person who may be deemed of trust only, which is believed to be good.

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"The greatest triumph of our time—a triumph in a region higher than that of electricity and steam—will be the enthronement of the idea of Public Right as the governing idea of European policy; as the common and precious inheritance of all lands, but superior to the opinion of any. The foremost among the nations will be that one which, by its conduct, shall gradually engender in the mind of the others a fixed belief that it is just. In the competition for this prize, the bounty of Providence has given us a place of vantage, and nothing save our own fault or folly can wrest it from our grasp.

We adverted, a few days ago, to the dreadful condition of affairs in South Carolina, under the established African rule there, according to uncontradicted accounts. If this state of things continues, it will be hardly possible for white men to live there at all. A letter from a "Union" man, published in the New York World makes statements confirmatory of what has already been published. To read them is to excite pity and indignation; pity for the suffering whites, and indignation at the base whites who are engaged in bounding on the backs to their present course.

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If the colored race would prove themselves worthy to be and remain citizens, let them (as Mr. Vallandigham, said in a recent speech) separate, divide politically and otherwise, as other citizens do. Let them identify themselves with the communities in which they live, and refuse to be made the slaves and tools of demagogues. In doing this they will learn to respect themselves, and earn the respect of those among whom they live.

The Baltimore American says the "probability of a general European war will confer great importance on the question which occupied Congress at the moment of its adjournment in July, the transfer of foreign-built ships to American registers. President Grant, it is said, will renew the suggestion that such ships be allowed our registers, which he made in July."

The issues to be made by that branch of the Radical party, which is called the "Revenue Reform party," are very good ones, and will not displease the Democrats and Conservatives, who always and now desire to see a reform in the Revenue, and civil services of the government.

A Madrid dispatch states that the election of the Duke of Aosta, as King of Spain, is highly popular throughout the country. A committee of the Cortes has been appointed to visit Florence and present the Crown to the Duke.

## ALEXANDRIA MARKET, Nov. 19.—The market for Flour is firm. Wheat is active at a further advance of 2c on all grades; offerings of 1973 bushels white and red, with sales of the latter reported at 120, 125, 129, 130, 135, 137, 138, 140 and 141. Corn is active and very firm; offerings of 180 bushels of white and 214 of mixed, with sales of the former at 83, and of the latter at 72, 75, 76, 77 and 82. Rye is nominal. Oats are firm; offerings of 432 bushels, with sales at 41 and 45.

**GEORGETOWN MARKET.**—Wheat is in demand and firm. There were 4000 bushels red offered yesterday, and sales as follows: 475 bushels choice at 108; 450 bushels do at 107; 300 bushels do at 105; 200 bushels prime at 105; 600 bushels common to good at 103½. After "Change yesterday, 2000 bushels ordinary to good red changed hands at 120.

At Druggists'—The Cattle market was active and firm. The dry head of cattle changed hands at \$5.75 per 100 lbs gross; 100 Sheep and Lambs at 4½ to 5½ per head; dressed Hogs 10½ to 11 per 100 lbs.

At Flour the shipments for the week were 2000 barrels. The coal operations of the week were 12,000 tons received, and 13,500 tons shipped.

**DAY GOODS TRADE.**—The following review of the wholesale dry goods trade during the week is from the New York Daily Bulletin: Inactive appearance, although the past has shown a slight increase of activity on some special lines. The general phase of the market, however, is very unsatisfactory to holders, who exhibit some anxiety to liquidate their stocks, and for that purpose have offered concessions on prices, but with little effect.

The Baltimore stock market continues dull. There were no sales of Gold, Government or State securities at the board yesterday. City Bonds 1890 are steady at 98; B. & O. R. R. Bonds 1875 sold at 95; do 1885 at 94; Orange, Alexandria and Manassas R. R. Bonds at 74.

**MARINE LIST.**  
SUN BORN..... 6 49 | DEPT SETS BORN..... 2 44  
SEN SETS..... 4 41

**PORT OF ALEXANDRIA, NOVEMBER 19.**  
ARRIVED.  
Schr. Lookout, Boston; Marietta Steelman, Georgetown, and Clara, Fort Washington, to American Coal Co.  
Schr. Henry Allen, Philadelphia; Forward, Jones, Hayre de Grace, and Ben, Philadelphia, coal to W. A. Strong.

Steamship K. O. Knight, Johnson, New York, by Home, Wedderburn & Co.  
Schr. Marietta, Steelman, Jersey City, and Clara, New Haven, by American Coal Co.

**MEMORANDA.**  
Schr. W. L. Herra, Wright, for this port, cleared at Alexandria 18th.  
Schr. S. L. Simmons, Gandy, home for New Haven, arrived at New York 17th instant.

Schr. W. N. Herra, Egbert, home at Richmond 16th instant.

**CANAL COMMERCE.**  
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